



Commemorative Program

Celebrate the Interstate National Convoy

June 16–29, 2006

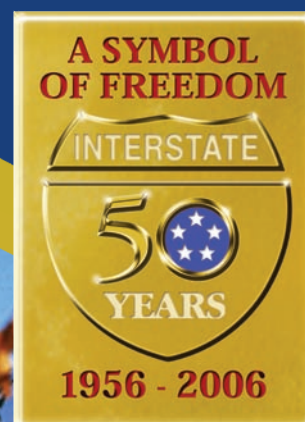
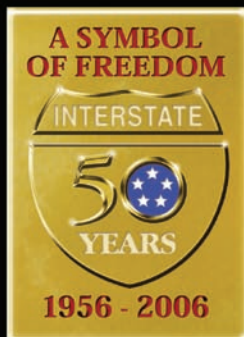


Table of Contents

- 3 Celebrating a Symbol of Freedom
- 4 Celebrating the Interstate Cross-Country Convoy
- 10 State Event Programs
- 28 A Triumphant Story Ready to Be Told
- 30 Lincoln Highway Association & the Army Motor Convoy
- 31 Thank You to Our National Sponsors



Interstate Highway System 50th Anniversary Convoy Route

June 16-29, 2006

Event Host Cities:

1. San Francisco, CA June 16
2. Reno, NV June 16
3. Salt Lake City, UT June 18-19
4. Rock Springs, WY June 19
5. Cheyenne, WY June 20
6. Omaha, NE June 21-22
7. Urbandale, IA June 23
8. Walcott, IA June 23
9. Ottawa, IL June 24
10. Chicago, IL June 24-26
11. South Bend, IN June 26
12. Akron, OH June 26
13. Gettysburg, PA June 28
14. Frederick, MD June 28
15. Washington, DC June 29

Swing Route Event Host Cities:

1. Denver, CO June 21
2. Abilene, KS June 22-23
3. Kansas City, KS June 23



For information on Interstate anniversary activities throughout the country, visit the AASHTO website at www.interstate50th.org.

Celebrating a Symbol of Freedom

Welcome and thank you for joining with state transportation officials, our partners and supporters, as we Celebrate the Interstate on this 50th Anniversary. As our cross-country convoy rolls east from a hill overlooking the Golden Gate Bridge to the lawn of the White House in Washington, D.C., we will see America, a land of opportunity, opened to all by the freedom to travel.

We chose as the slogan for this Interstate Anniversary the words, “Symbol of Freedom.” Like so many freedoms we enjoy, we take this one for granted. It is fundamental to Americans to pick up and go, to take to the highways, to travel when and where they choose. But it was not until the construction of the Dwight David Eisenhower System of National Interstate and Defense Highways began in the 1950s that nationwide travel was simple, efficient and for the most part unimpeded.

Some have called the men and women of that era “The Greatest Generation,” because of their courage and commitment in World War II. I like to think the same strength and undaunted spirit also equipped them, under the leadership of then President Eisenhower, to step up to the challenge of building our country’s largest public works project, a vast network of four-lane highways that connect and unite our nation.

This is a celebration of the men and women who built this system, at times against great odds. It is a celebration of the vision and leadership of leaders who looked to the future, and thereby created an economic engine that would power our climb to global competitiveness. It is a celebration of desire of the human spirit to leave a legacy of good for those who come after us.

This celebration is also about that legacy. We have gained so much from the Interstate system—and it is time that we ask what we must do to ensure that same benefit for the next generation and those to come after. Demands are growing. Our system is aging and strained. The nation has changed, and we must keep pace with change. That is why this celebration includes research, policy forums, and an invitation to commit to a bold and new vision.

Today you are part of the past—traveling the route of the 1919 First Transcontinental Motor Train that first planted the Interstate idea in the mind of then Lt. Col. Eisenhower. But you are also part of the future—forging a renewed commitment to a nation that moves free.



Harold Linnenkohl

President, American Association of State Highway and Transportation Officials
Commissioner, Georgia Department of Transportation





Celebrating the Interstate Cross-Country Convoy

Retracing the Trip That Changed America *June 16–29, 2006*

4

The freedom of the open road, as symbolized by our Interstate Highway System, is uniquely American. It is born of a pioneer spirit and a desire to see what lies beyond the horizon. As the nation celebrates the 50th Anniversary of the roads that shaped our lives and our prosperity, the American Association of State Highway and Transportation Officials (AASHTO) pays tribute to the men and women whose foresight changed our destiny.

A national convoy will retrace the 1919 First Transcontinental Motor Train, an arduous journey of 3,000 miles that included then Lieutenant Colonel Dwight David Eisenhower. Traveling the perilous Lincoln Highway, now the route of Interstate 80, the trip forged in Eisenhower's mind the need for an interstate highway system. As President, Eisenhower would sign the legislation making the Interstates a reality on June 29, 1956.

Some three million Americans cheered the original convoy on its way. You can track the 2006 reenactment via satellite radio, or visit the convoy at one of the 19 stops in 13 states and Washington, D.C. Take a look.

The End of the Road

San Francisco, June 16

Lincoln Park in San Francisco, California, is home to the marker commemorating the western terminus of the Lincoln Highway, the conclusion of the 1919 Transcontinental Motor Train.

Join our Launch Master Andrew Firestone, great-grandson of the legendary Harvey Firestone, top transportation officials, Lincoln Highway Association members, and our band of 40 convoy participants for a grand send-off ceremony.

Betting on Good Roads



Reno, Nevada, June 16

National Automobile Museum

The National Automobile Museum, opened in 1989, displays more than 200 cars from 1892 to present, the majority of which are from the world famous collection of the late gaming pioneer and avid collector, Bill Harrah.

This exciting venue will be the backdrop for Nevada's dramatic account of early road building in the state, and presentations by historians regarding the construction of the Lincoln Highway.

This Is the Place

Salt Lake City, Utah, June 17–19

The 1919 convoy was greeted in Salt Lake City by many of the nation's governors who were attending their annual conference, as well as thousands of cheering spectators. After a three-day stop for today's convoy, that includes the first Innovative Mobility Showcase exhibit of advanced auto technology, Utah Governor Jon Huntsman will climb aboard his motorcycle to escort the convoy on its way after a media briefing.

Reaching the Peak

Laramie, Wyoming; Cheyenne, Wyoming, June 19–20

After crossing the highest point on the Lincoln Highway at the Summit Rest Area, the convoy proceeds to Cheyenne. Transportation historian Dan McNichol, who will travel the route in his Hudson, is the featured speaker at a symposium on the Past, Present, and Future of Transportation.

On the Road to Abilene

Denver, Colorado; Abilene, Kansas; Kansas City, Kansas, June 21, 22, 23

To honor President Eisenhower, a delegation from the convoy will journey south to his boyhood home and the Eisenhower Library. A stop on the way at the Denver Stock Show grounds will highlight the key role of transportation in keeping America's agricultural products competitive around the world.

Historic Abilene will feature remarks from Ike's great-grandson Merrill Eisenhower Atwater, antique cars, an ice cream social, and a symposium on the Interstates in Kansas. The convoy will stop at the Kansas City Speedway for a lap around the track and a media event with participants from Kansas, Missouri, and Oklahoma.

Tailgate with the Commissioner

Omaha, Nebraska, June 22

Joe Cahn, the official Commissioner of Tailgating, will preside over the convoy arrival event, preparing food for visitors to the Innovative Mobility Showcase, located downtown outside the Quest Convention Center. Werner Enterprises will host the convoy at a media event at their headquarters on June 22.

Rock and Road

Urbandale, Iowa, June 23

Living History Farms

Living History Farms in Urbandale, Iowa, tells the amazing story of how Iowans transformed the fertile prairies of the Midwest into the most productive farmland in the world. While at the 550-acre open-air museum, visitors travel at their own pace through five historical time periods spanning 300 years.

Iowa will host the convoy for lunch at the Living History Farms, with a 50s "Rock and Road" theme. A sock hop, hot dogs, ice cream, and live bands will have everyone "rockin'."

Keep on Truckin'

Iowa-80 Truck Stop, June 23

Trucking Hall of Fame

The I-80 Truck Stop in Walcott, Iowa, is billed as the largest truck stop in the world, and is home to the Trucking Hall of Fame and the Truck Museum. "My father loved trucks and trucking," says Delia Moon Meier. "Over the years he collected several antique trucks, antique toy trucks and other trucking memorabilia. This is going to be a great way for us to share that with others interested in trucking and its history."

Iowa-80 will host the caravan at I-80 headquarters office. Vintage military transport, and trailer and vintage trucks will be on display in front of the building.

Where the Rubber Met the Road

Ottawa, Illinois, June 24

Revisit the heart of pavement research with a rare visit to the test track of the AASHTO Road Test. From 1958 through 1960, Department of Defense vehicles circled the seven miles of pavement to demonstrate the impact of weight on roads of concrete and steel. The Illinois Association of Highway Engineers will sponsor a picnic lunch at the historic site.

Roadside Conversations

Tinley Park, Illinois, June 25

Illinois has partnered with the University of Illinois at Urbana-Champaign to create a commemorative work of art for the 50th anniversary celebration. Roadside Conversations will feature video interviews about the Interstates displayed on screens in an Airstream trail, where people can both view them and then record their own—true oral histories. The team will gather Interstate stories from across the country during the convoy.

Gone but Not Forgotten

South Bend, Indiana, June 26

Studebaker National Museum

The new Studebaker National Museum has its roots in the Studebaker Corporation's private collection, which originated in the 1890s. Studebaker operated its own museum for many years, and by 1920, their collection included Lafayette's and President Lincoln's carriages; the company's last farm wagon, the first automobile built entirely in South Bend, Indiana; and a large collection of World War I military vehicles.

The convoy will be met by an escort of vintage cars, race cars, and alternative-fueled vehicles and will be escorted to the Studebaker Museum for a lunch event sponsored by local contractors.

Champion of the Road

Akron, Ohio, June 26

Firestone Tire and Rubber Company

Born on December 20, 1868, on a farm near Columbiana, Ohio, Harvey Firestone became successful as a carriage salesman and saw possibilities in manufacturing rubber carriage tires. He established the Firestone Tire and Rubber Company in Akron in 1900. Early in the 20th century, Firestone joined the "Good Roads" movement, supported the efforts of the Lincoln Highway Association to create the first transcontinental highway, and in 1916 advocated the creation of the first interstate highway system. Firestone hosted the 1919 convoy at the Firestone Homestead. Two trucks of Firestone tires traveled with the convoy with replacements for worn equipment.

At the close of World War I, Firestone created the "Ship by Truck" campaign, encouraging manufacturers to use trucks to move their products to markets across the country. In fact, the very first coast-to-coast shipment of goods traveled on Firestone tires. To this day, Firestone tires remain a champion of the road and are moving goods around the country on the nation's highways and interstates. The Bridgestone Firestone Corporation will host the convoy at their Akron headquarters for a festive family-centered celebration complete with food, music, and entertainment. Andrew Firestone will be on hand to welcome the travelers, as his great-grandfather did in 1919.



Refuge from the Road

Gettysburg, Pennsylvania, June 28

Eisenhower National Historic Site

The Eisenhower National Historic Site, the home purchased by Eisenhower in 1950, will host the convoy for a press conference. The 189-acre farm sported a show herd of Angus cattle and served as a presidential retreat, temporary White House, and meeting place for world leaders. Located adjacent to the Gettysburg Battlefield, the site today comprises 690 acres and is still maintained as a working farm.

At a Standstill...

Frederick, Maryland, June 28

Eisenhower joined the convoy in Frederick, Maryland, where the motor corps camped at the Frederick Fairgrounds. In a unique event, Maryland will be welcoming the convoy to a bridge near U.S. 15 near Emmitsburg, for the unveiling of an historic marker on the spot where the 1919 convoy first became mired in the mud. The Maryland DOT will erect a segment of a replica of the 1919 covered bridge dismantled by the Army to allow the passage of oversized trucks.

Back to the Beginning

Washington, D.C., June 29

Zero Mile Marker, The Ellipse

On July 7, 1919, at the temporary Zero Milestone marker on the Ellipse south of the White House, dignitaries gathered to launch the first ocean-to-ocean Truck Train Convoy. The 2006 convoy will arrive at the same spot on June 29, after crossing the newly opened span of the Woodrow Wilson Bridge on Interstate 95, an example of the Interstates that will serve the future. June 29 is the 50th anniversary of the signing of the 1956 Federal-aid Highway Act, which created the Highway Trust Fund and set the Interstate system on the road to construction.

The arrival of the convoy coincides with a two-day policy conference hosted by AASHTO and the Transportation Construction Coalition on the future of the Interstate system.

Making the Journey

Andrew Firestone—A great-grandson of Harvey Firestone, Andrew is proud of his family's pioneering role in the automotive industry and the founding the nation's interstate system. Andrew will participate in the kick-off events for the convoy in San Francisco and will join up with the convoy again in Akron, Ohio. Just like the 1919 convoy, the 50th Anniversary route will go through Akron and a Firestone will be there to host the travelers as they make the cross-country journey.

Merrill Eisenhower Atwater—A great-grandson of President Eisenhower, and a communications major at Southwestern Missouri State University, Atwater will accompany the convoy to share family recollections and to file a daily blog on the cross-country trek.

Dan McNichol—Author of *The Roads That Built America*, newly released for a second edition by Barnes and Noble Books, McNichol has chronicled the Interstate story from its inception to the Big Dig, also known as the Central Artery/Tunnel project in Boston, Massachusetts.

David J. Humphreys, who served as president of the Recreational Vehicle Industry Association for more than 25 years, will join the convoy as an expert on RV travel and its increasing role as a recreational choice in the United States. No one is more at home on the road!

Innovative Mobility Showcase—Live demonstrations of today's most advanced automobile technology for crash avoidance, communications and safety. Intelligent transportation systems applications will be displayed to the public at four cities along the convoy route: Salt Lake City, Omaha, Tinley Park, and Washington, D.C. The showcase is a preview of safety and convenience features drivers can look forward to in the not-so-distant future.

Applications will include an in-car driver warning that a signal is about to turn red; an in-car advisory to the driver that a work zone is ahead; and emergency vehicles given priority access to an intersection by sending a wireless signal to the area traffic-control mechanism.



Andrew Firestone



Merrill Eisenhower Atwater



Dan McNichol



David J. Humphreys



Mineta Launches

50th Anniversary of the Interstate

U.S. Secretary of Transportation Norman Mineta kicked off the Year of the Interstate on January 23, during the 85th Annual Meeting of the Transportation Research Board at the Marriott Wardman Park Hotel in Washington, D.C.

Standing alongside a 1956 Buick, Mineta and other transportation leaders cut a ribbon to symbolize the beginning of the next 50 years of the Interstate.

8

Mineta told the audience that “The creation of the Interstate Highway System took vision, caring, and daring,” adding that “It has done more to bring America together than any other law in history.” While celebrating the Interstate’s legacy, he said it was time to consider the system’s future. “It is time to start thinking about the next 50 years—how we are going to build and maintain this highway system. We need new thinking and new policies ... I look forward to working with you on the roads of tomorrow.”

AASHTO President Harold Linnenkohl, Commissioner of the Georgia Department of Transportation, told the crowd that “This isn’t your father’s Interstate,” saying that today states have at their disposal better materials, stronger designs, and planning that addresses environmental and social concerns. Gary Ridley, Chairman of the Steering Committee and Director of the Oklahoma Department of Transportation, said that the ribbon at the ceremony was the first of many that will be cut as states work to improve and rehabilitate the Interstate system. He said, “The Declaration of Independence made us independent, but the Interstates made us free, not only to move around the country, but also to improve the quality of our lives.”



AASHTO Partners to Produce Commemorative Publication

To commemorate the 50th Anniversary of the Interstate Highway System during 2006, AASHTO is partnering with the Interstate 50 Council and the Council's publisher, Faircount, to publish *Interstate 50: Celebrating 50 Years of the Interstate Highway System*.

The publication will examine the history of the Interstate system and its dramatic transformation of the way America lives and works. Featured in the publication will be Interstate projects currently under construction by state departments of transportation across the country, the history of the Interstate Highway System, and technologies that will be implemented in the future to expand the capacity and increase the safety of the nation's most-traveled highways.

Interstate 50: Celebrating 50 Years of the Interstate Highway System is scheduled for release in June 2006. To obtain a copy visit the AASHTO Publications Bookstore at <https://bookstore.transportation.org>.

TCC, AASHTO, Industry to Host Forum

AASHTO, the Transportation Construction Coalition, and other industry organizations will host a policy conference on the future of the Interstates June 28–29, coinciding with the anniversary of the signing of the bill that made the Interstate Highway System possible.

John Horsley, AASHTO Executive Director, said, "As we look to what we want the Interstate to become in the next 50 years, we have got to engage the people who most rely on this system, and who see the growing demands they face."

The conference will feature some of the first reports from a \$600,000 research program launched by AASHTO through the National Cooperative Highway Research Program to examine the conditions of the system, the future demands and alternatives over the next 50 years.

Also to be featured will be leaders of the nation's construction and engineering industries, who will discuss the changes they foresee that will affect transportation demands and delivery.

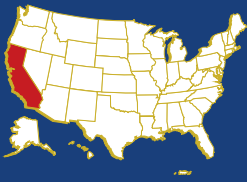
The conference is one of several major anniversary events set for Washington, D.C., including the arrival of the convoy and a gala black-tie celebration hosted by American Road and Transportation Builders Association at the Reagan International Trade Center, featuring speaker Colin Powell.

Interstate Celebration a Feature of National History Day

Students from across the country will have the opportunity to delve into the history of the Interstate Highway System and compete for honors in the National History Day 2006–2007 competition, "Triumph and Tragedy in History."

National History Day reaches more than 700,000 students and 40,000 educators throughout the United States, engaging them in historical research, analyzing primary resources, and annually competing through documentaries, performances, displays and papers. NHD has two divisions: the junior division for students grades 6–8; and, the senior division for students grades 9–12.

AASHTO is a sponsor of National History Day and the Interstate Highway System lesson is being developed by the Dwight D. Eisenhower Library. It will be distributed to 25,000 teachers through June of 2006. NHD believes "that the history of the Interstate Highway System stands as a triumph of the 20th Century."



CALIFORNIA

Program of Events

Lincoln Park, San Francisco: Friday, June 16, 2006

- **National Anthem:** Deidre Wright, California Department of Transportation
- **Presentation of Colors:** California Highway Patrol Honor Guard
- **Welcome:** Will Kempton, Director, California Department of Transportation
Master of Ceremonies
- **Speakers:** Norman Y. Mineta, Secretary, U.S. Department of Transportation
Arnold Schwarzenegger, Governor of California (invited)
Sunne Wright McPeak, Secretary, Business, Transportation and Housing Agency
Mike Brown, Commissioner, California Highway Patrol
Harold Linnenkohl, President, American Association of State Highway and Transportation Officials
Colonel David McClean, Commander, 834th Transportation Battalion, Concord, CA
Merrill Eisenhower Atwater, Great-grandson of President Dwight D. Eisenhower
Andrew Firestone, Great-grandson of Harvey Firestone, founder of Firestone Tire & Rubber Co.
Norman Root, Lincoln Highway Association
- **Convoy Launch**
- **Special thanks and recognition for providing memorial music:** Tim Merritt, California Department of Transportation

Thanks to Our Sponsors



Caltrans



California Highway Patrol



Circle Point



PECG



Starbucks



NEVADA

Program of Events

National Auto Museum, Reno: Friday, June 16, 2006

- **Introduction:** Jeff Fontaine, P.E., Director, Nevada Department of Transportation
- **Welcome:** Kenny Guinn, Governor of Nevada
- **Proclamations Read**
- **Speakers:** William Raggio, Nevada State Senate Majority Leader
John Mayer, Chairman, Washoe County RTC
Historian Dan McNichol
John Horsley, Executive Director, AASHTO

11

Nevada Interstate Facts:

NDOT maintains a total of 5,449 miles of highways, including 2,105 miles on the National Highway system, 2,674 miles on the Surface Transportation Program and 670 miles of other improved roads.

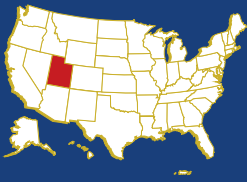
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Nevada Department of Transportation



General Contractors of Nevada (AGCNV)



UTAH

Program of Events

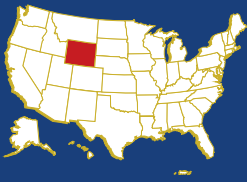
Salt Lake City, Utah: June 19, 2006

- **Opening Remarks:** John Njord, UDOT Executive Director
- **Speakers:** Lt. Governor Gary Herbert
Governor Jon Huntsman
David Eckern, Director of the Idaho Department of Transportation
Gary Ridley, Chairman, AASHTO 50th Anniversary of the Interstate Committee
- **The Convoy will then be led onto I-80 by Governor Huntsman, the Utah Highway Patrol and UDOT Incident Management vehicles.**

Utah Interstate Facts

At the time, Utah DOT's I-15 reconstruction project was the largest ever designed-build project in the nation. The \$1.59 billion project included the reconstruction of 17 miles of Interstate highway, 142 bridges, three system-to-system interchanges and Utah's first HOV lanes.

Thank You to Our Sponsors



WYOMING

Program of Events

Monday, June 19, 2006

Lunch Stop: T-Rex Grill, Western Wyoming College, Rock Springs

- **Welcome:** Tim Kaumo, Mayor, City of Rock Springs
John Eddins, District 3 Engineer, Wyoming Department of Transportation
- **Poetry Reading:** Barbara Smith, Interstate 80; From the anthology *Deep West: A Literary Tour of Wyoming*

Arrival in Laramie

- **Welcome:** Jodi Guerin, Mayor, City of Laramie
- **Tailgate dinner party at University of Wyoming campus**

Program of Events

Tuesday, June 20, 2006

- **Visit to annual Peterson Asphalt Conference University of Wyoming Campus**
- **Welcome:** Dr. Ray Robertson, Vice President, Western Research Institute
- **Visit with top asphalt researchers from around the world**

Lunch Stop: I-80 Summit rest area

- **Welcome:** John Cox, Director, Wyoming Department of Transportation
Phil Miller, Wyoming Division Administrator, FHWA
Johathan Downing, Assistant Vice President, Wyoming Contractors Association
AASHTO Leadership
- **Speaker:** Randy Wagner, Director, Wyoming Chapter, Lincoln Highway Association
- **Visit with local and regional media**

An Evening Symposium and Dinner

- **Interstate Highway Perspectives:** Depot Museum
- **Welcome:** Jack Spiker, Mayor, City of Cheyenne
- **Master of Ceremonies:** Milward Simpson, Administrator, Wyoming Cultural Resources Division
- **Musical Interludes:** Chugwater Philharmonic String Quartet



Depot Museum



Milward Simpson

continued

- **Speakers:** Chavawn Kelley: Lincoln Highway—Precursor to I-80
 Dan McNichol: Eisenhower and the Advent of the Interstate
 Don Diller, Neil McMurry, and Leno Menghini: Original Road Builders’ Roundtable
 John Waggener: The “Snow Chi Minh Trail” and Other I-80 Routing Decisions
 Rita Basom and Jeffe Kennedy: Writings on the Road—Perspectives from Wyoming Authors
 Bob Milburn: Interstate highways: Now and the Next 50 Years
 AASHTO Leadership

Wyoming Interstate Facts

The longest section of Interstate highway in the United States to be opened at one time was the 77-mile stretch of I-80 from Walcott Junction to Laramie, Wyoming. It was placed into service on October 3, 1970, after four years of construction work.

On October 10, 1985, Wyoming became the first western state to complete its Interstate system, and the 10th state overall to do so.

14

Milward A. Simpson, who will serve as master of ceremonies for the June 20 “Interstate Perspectives” evening symposium in Cheyenne, is the grandson and namesake of Milward L. Simpson, who was Wyoming’s Governor in 1956 and on December 17, 1958, cut the ribbon to officially the first section of new Interstate highway in state, a segment of I-25 along the west side of Cheyenne.

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Wyoming Department of Transportation



McMurray Ready Mix Co.



Wyoming Contractors Association

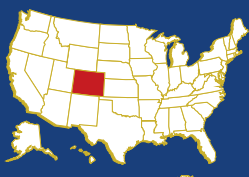


Wyoming State Parks and Cultural Resources



Wyoming Trucking Association

See pages 15–18 for Swing Route Event Program



COLORADO

Program of Events

Forney Museum of Transportation, Wednesday, June 21 at 9 a.m.

(I-70 at Brighton Boulevard, near the “Mousetrap”—Colorado’s busiest interchange, Denver, CO)

- **Welcome:** Tom Norton, Executive Director, Colorado Department of Transportation
- **Speakers:** Bill Owens, Governor, State of Colorado
Other speakers and activities TBD
- **Planned community “free” day at the museum with activities for the public to learn about Colorado transportation in the past, present and future.**

15

Colorado Interstate Facts

- Interstate first signed and showed up on Colorado maps in 1961.
- Highest point on Interstate system is at the Eisenhower Tunnel—11,155 feet. Also, it’s the highest vehicular tunnel in the world.
- The last section of interstate highway to open in Colorado was I-76 between Pecos Street and I-25, in September 1993. Completion of this segment marked the completion of the interstate system in Colorado.
- Colorado has 956 designated miles of interstate highway.
- The I-70 Final Link segment in Glenwood Canyon was dedicated in October, 1992. That completed the mainline interstate system (excluding connector interstates) in the U.S. This 12.5 mile segment includes 40 bridges and viaducts, three tunnels, 15 miles of retaining wall, four full-service rest areas and a bikepath.
- The first segment of freeway in Colorado, later to become I-25 when the federal law creating the interstate highway system was passed in 1956, was a 2 mile segment of the Valley Highway in Denver, which began construction in August, 1948, and was completed in 1950. The entire segment of Valley Highway north-south through the Denver metro area was completed in 1958.
- A 9.2 mile segment of freeway in Pueblo, later also to become a segment of I-25, began construction in 1949 on the right of way of U.S. Hwys. 85/87 and was completed in 1958
- The first Colorado link of interstate highway with another state occurred on Oct. 11, 1964, when a 26-mile segment of I-25 from Wellington, CO, to the Wyoming state line, was completed and opened.
- The first bore of a major highway tunnel through the continental divide on what is today’s I-70 began in 1968. Completed in 1973, this was the current westbound bore of I-70, named the Eisenhower Memorial Tunnel. Its contract, for \$54.14 million, was the largest single federal aid highway contract ever awarded in the United States up until that time.
- It took the new Eisenhower Tunnel only four months to carry its one-millionth vehicle; three months later, it carried its two-millionth vehicle

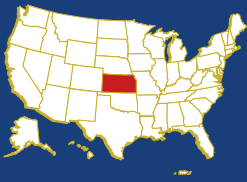
Thank You to Our Local Partners

AAA Colorado

Colorado State Patrol

Colorado Contractor’s Association

Colorado Office of Economic Development and International Trade



KANSAS

Welcome to Kansas

A part of the reenactment convoy will swing through Kansas. Community groups will help welcome the convoy as it travels across Kansas, and banners will be placed on overpasses along I-70 at various locations and other sites while it travels on I-70 on June 21 and 23.

Program of Events

Abilene, Kansas: June 21, 2006

- **6:00–9:00 p.m. Evening Social at the Eisenhower Center**
“Celebrate Ike and the Interstates” with an ice cream social, a performance by the Abilene City Band, an antique car show, and Interstate exhibits outdoors and in the Library building.
- **7:30 p.m. Convoy Welcome and remarks from the front porch of President Eisenhower’s boyhood home.**
Eisenhower Center Director Dan Holt, KDOT Secretary of Transportation Deb Miller, Interstate Author Dan McNichol, and Merrill Atwater, President Eisenhower’s great-grandson, will speak. (Rain contingency: Visitor’s Center)

Program of Events

June 22, 2006

- **6:00 p.m. Vehicle Parade Around Abilene:** Vehicle parade with convoy and other participants starts/ends at the Eisenhower Center.
- **7:00 p.m. Interstate Panel Discussion:** Panel discussion will highlight President Eisenhower’s tremendous impact on the nation’s Interstate system.
- **Welcome remarks:** KDOT Secretary of Transportation Deb Miller and President of the Kansas Turnpike Authority Michael Johnston.
- **Panelists include:** Moderator Dan Holt, Director of the Eisenhower Center
Mary Turkington, Chair of the Kansas Turnpike Authority
Jim Brewer, KDOT Engineering Manager
Constance Achterburg, Attorney, who handled land condemnation for the original interstate construction
Mike Lackey, former Assistant Secretary/State Transportation Engineer
Dan McNichol, Author of *The Roads that Built America: The Incredible Story of the U.S. Interstate System*, a noted authority on the Interstate and transportation history.

Program of Events

Kansas City, Kansas: June 23, 2006

- **7:30 a.m. Farewell Parade:** Citizens and visitors in Abilene bid farewell to the convoy as it heads to I-70 and travels to Kansas Speedway.
- **10:45 a.m. Kansas Speedway Media Event:** The convoy arrives at Kansas Speedway for a Kansas/Missouri bi-state event and will make a “victory” lap around the track. Mary Peters, former Federal Highway Administrator, will be the keynote speaker.

Kansas Interstate Fact

Kansas' own President Dwight D. Eisenhower signed the Federal-Aid Highway Act on June 29, 1956, this launched the Interstate system across the United States. Various activities will take place in Abilene, Kansas Speedway and across Kansas from June 21–23, 2006.

Thank You to Our Local Sponsors



Kansas Department of Transportation



AAA



Abilene Area Chamber of Commerce



Abilene Convention and Visitors Bureau



American Council of Engineering
Companies of Kansas



Bartlett & West Engineers, Inc



Black & Veatch



Bucher, Willis & Ratliff Corporation



Burns & McDonnell Engineering
Co., Inc.



Cook, Flatt & Strobel

The Dwight D. Eisenhower
Presidential Library and Museum



The Eisenhower Foundation



Finney and Turnipseed Consulting
Engineers Transportation and
Civil Engineering, LLP



George Butler Associates, Inc.



HDR Engineering



Heavy Constructors Association
of Greater Kansas City



The HNTB Companies



Kansas Interstate 70 Association



Kansas Contractors Association



Kansas Highway Patrol



Kansas Motor Carriers Association



Kansas National Guard



Kansas Speedway



Kansas Turnpike Authority



MACTEC



Professional Engineering Consultants



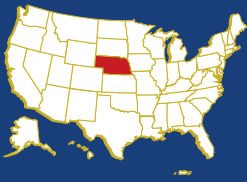
TranSystems



URS Corporation



Wilson & Company, Inc., Engineers &
Architects



NEBRASKA

Program of Events

North Platte, Nebraska: Wednesday, June 21, 2006

- **Convoy arrives in North Platte at 12:30 p.m.**
- **VIP Welcome:** Transportation officials and local dignitaries' remarks. Lunch prepared and served, compliments of Paulsen Inc., Cozad, Nebraska.
- **Location:** Our spacious Interstate Weigh Station Area, just east of North Platte, mile marker #180.5.
- **2:00 p.m.:** Convoy continues en route across Nebraska.
- **Arrival in Omaha**

Program of Events

Werner Enterprises, Thursday, June 22, 2006

- **8:30 a.m.:** Werner Enterprises is hosting a continental breakfast and media event at its national headquarters facility.
- **10:30 a.m.:** News Conference with Governor Dave Heineman, Omaha Mayor Mike Fahey, AASHTO Executive Director John Horsley, and other local VIPs, and invited honorees at Werner Enterprises' "Past, Present, and Future" building.
- **11:30 a.m.–12:00 noon:** Convoy dignitaries and local VIPs will be ushered onto climate-controlled "Olly the Trolley" for a one-of-a-kind tour of the Omaha metro area, sponsored by AAA Nebraska, including lunch and a visit to Borsheim's Fine Jewelry and Gifts, Warren Buffet's favorite store!
- **2:00–2:30 p.m.:** AAA Nebraska Trolley Tour returns guests to Werner Parking Lot.

Other Related AASHTO-sponsored Activities and Events:

- **2:00 p.m.:** Innovative Mobility Showcase Demonstration at Qwest Convention Center Parking Lot, downtown Omaha.
 - 511 Deployment Coalition Display, Qwest Center Parking Lot
 - Joe Cahn, the "Commissioner of Tailgating" will be in the Qwest Center's north parking lot for an Interstate Convoy Tailgate party
- **7:00 p.m.:** Evening in Omaha, HDR and Union Pacific hosted Dinner for Convoy dignitaries.

Thank you to our sponsors



Nebraska Department of Roads



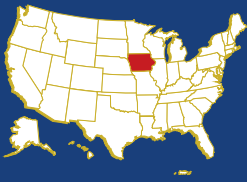
AAA Nebraska

Associated General Contractors—Nebraska Chapter

Paulsen, Inc., Cozad Nebraska



Werner Enterprises, Omaha Nebraska



IOWA

Program of Events

Urbandale, Iowa: June 23, 2006

Leading the caravan into Urbandale will be Iowa Lt. Governor Sally J. Pederson, who will be transported in a vintage automobile sponsored by Motor Ioway. The event at Living History Farms celebrates the early innovations in road building for which numerous Iowans were instrumental.

The “Rock-n-Roads” 1950s/1960s-themed event, includes several free activities and food for the public, including: an outdoor concert headlined by Iowa Hall of Fame Rock and Roll band Jerry Martin and the Sounds, and an additional performance by Richie Lee and the Fabulous 50s.

Also, there will be antique automobile and truck shows by Motor Ioway and the American Truck Historical Society; vendor displays by local organizations, such as AAA Minnesota/Iowa, Iowa’s Tourism Office, FHWA Iowa Division Office, Iowa Asphalt Paving Association, Iowa Associated General Contractors, Des Moines Visitors and Convention Bureau, consultant CH2M Hill; “concrete” malts served by the Iowa Concrete Paving Association; hotdogs, chips and beverages sponsored by the Associated General Contractors of Iowa; construction equipment displays; an appearance by Trooper Bear; and a whole lot more.

- **Oldies 93.3 KIOA radio station will be broadcasting live from the event.**
- **2:00 p.m. news conference**

Walcott, Iowa: June 23, 2006

A stop at the Iowa 80 Truckstop in Walcott will include a tour of the Iowa 80s Trucking Hall of Fame museum. The museum features antique trucks, old signs, gas pumps, engines, and other trucking memorabilia. The truckstop opened in 1964, just as construction of the interstate in that area was nearing completion. Over the years, the facility has grown to be the world’s largest truck stop.

Thanks to Our Sponsors

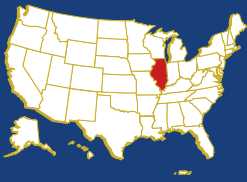
Primary sponsors for the Urbandale event are:

3M	Jerry Martin and the Sounds
AAA Minnesota/Iowa	Living History Farms
Associated General Contractors of Iowa	Motor Ioway
Iowa Concrete Paving Association	Richie Lee and the Fabulous 50s
Iowa State Patrol	Werner Enterprises
Iowa Tourism Office	

Primary sponsor for the Walcott event is:

Iowa 80 Group, Inc.

For more details about the celebratory activities in Iowa and information on Iowa’s interstate-building history, visit: www.iowainterstate50th.com.



ILLINOIS

Program of Events

AASHO Test Road Site near Ottawa, Illinois: 11:00 a.m. Saturday, June 24, 2006

- **Welcome:** Gregory Mounts, Deputy Director of Highways Region Two Engineer, Illinois Department of Transportation
Terry McCleary, Illinois Association of Highway Engineers
- **Speakers:** Barack Obama (Invited), United States Senator
Timothy Martin, Secretary of Illinois Department of Transportation
Milton Sees, Director of Highways, Illinois Department of Transportation
Professor David Lange, University of Illinois at Urbana-Champaign
AASHTO Leadership
- **Recognition of the retired military and civilian men that participated in the U.S. Army Transportation Corps Road Test Support Activity (AASHO Test Road Site).**
- **U.S. Army Transportation Corps Road Test Support Activity (AASHO)**

AASHO Test Road Site

Illinois is honored to be a National Test Road Site. A fleet of approximately 125 vehicles were driven by Army personnel continuously 24 hours a day in eight-hour shifts. Close to 320 Army personnel were utilized at the peak of the project. There were 141 accidents with two driving fatalities. During the time of the testing at least 22 GIs married local girls (The News Tribune, October 26, 1991). The actual testing began in October of 1958 and continued through November of 1960. The purpose of these tests was to study pavement and bridge structures under moving loads of known weights and frequency. The tests were conducted by running loads of different weights and load distributions repeatedly on road sections constructed with varying types of designs, bases, sub bases and thicknesses. Test pavements were constructed in six loops along an 8-mile section of where Interstate 80 now exists between Utica and Ottawa, Illinois. Loop one, which was used to test the effects of weather on pavements is still visible from eastbound Interstate 80 and the location of today's historic 50th Anniversary event.

Program of Events

1919 Reenactment Convoy Welcome

Holiday Inn Select Hotel and Convention Center, Tinley Park: 3:00 p.m. Saturday, June 24, 2006

- **Welcome:** Bonnie Heimbach, Director, Illinois Lincoln Highway Coalition
Margaret Collina, General Manager, Holiday Inn Select Hotel and Convention Center, Tinley Park
- **Speakers:** Clayton Harris III, Chief of Staff, Illinois Department of Transportation
AASHTO Leadership

Program of Events

Breakfast/Media Event

**Holiday Inn Select Hotel and Convention Center, Tinley Park: 8:30 a.m. Breakfast | 9:30 a.m. Media Event
Monday, June 26, 2006**

- **Welcome:** Edward Zabrocki, Mayor of the Village of Tinley Park

- **Speakers:** Richard M. Daley (Invited), Mayor of the City of Chicago
 Timothy W. Martin, Secretary, Illinois Department of Transportation
 Milton Sees, Director of Highways, Illinois Department of Transportation
 Richard Herman, Chancellor, University of Illinois at Urbana-Champaign
 Bonnie Heimbach, Northern Illinois Tourism Development Office, Illinois Lincoln Highway Coalition
 AASHTO Leadership

Interesting Interstate Facts in Illinois

Interstate 80 is a major transcontinental corridor connecting the Western United States from California to the East (New York City). Interstate 80 has 163.5 miles in Illinois as it goes through the cities of Moline, Geneseo, Princeton, La Salle, Ottawa, Morris, Tinley Park, Joliet, and Chicago. Many sections of Interstate 80 east of Chicago are also being widened to six lanes.

A very significant contribution to the efficiency of the highway system in the city of Chicago is the Expressway Traffic Management System. Chicago, which is the largest city in Illinois, has many freeways that help to ease the flow of interstate travelers. These freeways, which are part of the interstate system, have benefited from the Chicago Expressway Traffic Management system for over three decades. The Expressway Traffic Management System in existence since 1960, consists of three components: Emergency Transportation Patrol (ETP the Minuteman Patrol) that provides motorist assistance 24 hours a day; the Traffic Systems Center which provides daily rush hour travel times to the public and controls ramp metering system wide; and the IDOT Communications Center providing essential communication links between police, fire and Minuteman activities.

Thank You to Our Local Sponsors



Illinois Department of Transportation



Illinois Association of Highway Engineers



University of Illinois



Illinois Lincoln Highway Coalition



Transportation for Illinois Coalition (TFIC)



Illinois Ready Mixed Concrete Association



3M Companies



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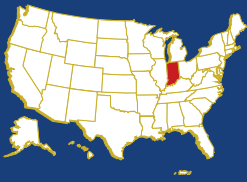
Holiday Inn Select



Vulcan Materials Company



IL-ACPA



INDIANA

Program of Events

Studebaker National Museum, South Bend, Indiana: June 26, 2006

- **Welcome:** Matt Edmonds
Vice President of Tire Rack
- **Acknowledgements:** Merrill Eisenhower Atwater
- **Introduction of Commissioner:** Mark McDonnell, Studebaker National Museum, President, Board of Trustees
- **Guest Speaker:** Thomas Sharp, Commissioner of Indiana Department of Transportation
- **Recognition of convoy participants:** Robert F. Tally, Jr, P.E. Division Administrator for Indiana Division of Federal Highway
- **AASHTO Leadership**

Indiana Interstate Facts

The Indiana State Highway Commission (ISHC) was created in 1919. This Commission's task was to develop a highway network that would connect every county seat and every town with a population over 5,000. The Federal Aid Highway Act of 1956 established what is known today as the Interstate Highway System and signaled the beginning of the largest public works project in U.S. history. Indiana quickly got to work. Between January 1, 1960 and December 31, 1970, the interstate system underwent a period of phenomenal growth, with an average of 66 miles of interstate opened to traffic every year from 1960 through 1970. In 1968 alone, 138 miles of interstate were opened.

The State Highway Commission served Hoosiers until 1981 when it became the Indiana Department of Highways (IDOH). The Indiana Department of Highways also included the Office of Traffic Safety, the Toll Road Commission and the Toll Bridge Commission.

On July 1, 1989 the Department of Highways underwent another change, combining the Department of Highways and the Transportation Planning Office to become the agency as we know it today—the Indiana Department of Transportation.

Thank You to Our Local Sponsors



Indiana Department of Transportation



Studebaker



Tire Rack



American Concrete Pavement Association—Indiana Chapter



OHIO

Program of Events

Bridgestone Firestone, North American Tire, LLC, Akron, OH: Monday June 26, 2006

- **National Anthem:** The Singing Angels
- **Presentation of the Colors:** Akron Police/Fire Color Guard
- **Welcome:** Andrew Firestone, Master of Ceremonies
- **Speakers:** Ohio Leadership
 - Gordon Proctor, Director, Ohio Department of Transportation
 - Dr. Hiroshi Mouri, President of Bridgestone Firestone, North American Tire, LLC
 - Ralph Burchfield, President Firestone Off-Road Products Division
 - The Honorable Donald L. Plusquellic, Mayor, City of Akron
 - Bridgestone Firestone Executive(s): TBD
 - Merrill Eisenhower Atwater
 - John Horsley, AASHTO Executive Director

Ohio Interstates Facts

- 35th in geographical size
- 7th largest highway system
- 2nd largest inventory of bridges
- 4th largest interstate network
- 5th highest volume of traffic
- 5th highest volume of truck traffic
- 3rd highest in value of truck freight
- 4th in amount of out-bound freight
- 4th in amount of in-bound freight
- 13 percent by value of all freight traveling in the United States has touched Ohio's transportation system
- Interstate 71 in Columbus was the first planned interstate project to be sold in the state of Ohio. The first contracts were sold in 1957. This project was also the first urban interstate project in the state. However, Ohio began building other routes that are now interstates years earlier. A 6.5-mile stretch of U.S. Route 25 north of Dayton in Montgomery County—now Interstate Route 75—was built in 1942. Contracts for parts of Interstate Route 75 in Hamilton County were sold in 1941, 1942, and 1943. Others include part of Interstate Route 280 in Lucas County and part of Interstate Route 76 in Summit County. Contracts for Interstate Route 275, the first circumferential route in the state, in Hamilton County were sold in 1958.

Thank You to Our Local Sponsors

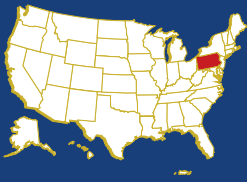


Ohio Department of Transportation



Bridgestone Americas Family of Companies

- Bridgestone Americas Holding, Inc.
- Bridgestone Firestone North American Tire, LLC
- Firestone Industrial Products



PENNSYLVANIA

Program of Events

Eisenhower National Historic Site, Gettysburg, Pennsylvania: Wednesday, June 28, 2006

- **Welcome:** Carol Hegeman, Senior historian, National Park Service
Gary Ridley, Chairman, AASHTO 50th Anniversary of the Interstate Committee
- **Speakers:** B.G. Lally, National Defense Transportation Association
Jim Runk, president and CEO, Pennsylvania Motor Truck Association
Robert Latham, executive vice president, Associated Pennsylvania Constructors
Representative, AAA Executive
Representative, Pennsylvania Department of Military Affairs
Representative, Pennsylvania Turnpike Commission
Col. Jeffrey Miller, Commissioner, Pennsylvania State Police
Allen D. Biehler, P.E., Pennsylvania Transportation Secretary

25

Interstate Facts

- Pennsylvania has 22 Interstate Routes.
- Pennsylvania ranks fourth behind Texas, California, and Illinois with the most Interstate miles. Pennsylvania has 1,758 miles of Interstate.
- The oldest Interstate in Pennsylvania is the Pennsylvania Turnpike (I-76). The portion of the Turnpike between Irwin and Carlisle opened in October of 1940 and was the nation's first superhighway.
- The newest Interstate in Pennsylvania is I-476. PA Route 9, known as the Northeast Extension of the Turnpike, was designated an Interstate and resigned in the fall of 1996.
- The longest Interstate in Pennsylvania is I-76 (349.6 miles).
- The shortest two digit Interstate located entirely in Pennsylvania is I-99 (51.1 miles).
- The shortest two digit Interstate that travels through Pennsylvania is I-86 (7 miles).
- The shortest three digit Interstate is I-579 (1.6 miles)
- The Interstate that has the highest AADT is I-76 in Philadelphia County between exits 341 and 343. This section carries approximately 190,000 vehicles a day.
- The Interstate that has the lowest AADT is I-86 in Erie County between exit 3 and the Pennsylvania/New York border. This section carries approximately 8,200 vehicles a day.
- Interstate 80 in Clearfield County has the highest elevation on I-80 east of the Mississippi River (2250 feet).

Thank You to Our Sponsors



PennDOT



Cumberland County Pennsylvania Transportation Authority



FedEx



LMI Government Consulting



MARYLAND

Program of Events

Emmitsburg, Maryland: Wednesday, June 28, 2006

- **Welcome:** Jim Hoover, Mayor, Emmitsburg
- **Speakers:** Robert L. Flanagan, Secretary, Maryland Department of Transportation
Merrill Eisenhower Atwater, Great-grandson of President Dwight D. Eisenhower
Dan McNichol, Historian and Author of *The Roads that Built America*
Other Speakers to be determined.
Gary Ridley, Chairman, AASHTO 50th Anniversary of the Interstate Committee
- **Reconstruction of a portion of the covered bridge that forced the original 1919 Transcontinental Convoy to detour.**
- **Unveiling of historic marker designating the location of the 1919 Transcontinental convoy's attempted crossing of the US 15 Business bridge over Tom's Creek.**

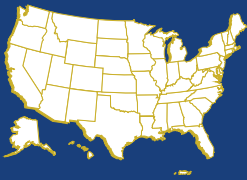
Maryland Interstate Facts

- At the time the 1956 Federal legislation was passed, the Maryland State Highway Administration was called the State Roads Commission.
- Maryland has important links to interstate history: Herbert S. Fairbanks of Baltimore authored the original interstate plan in 1938; George S. Fallon, a Maryland U.S. Congressman, worked out the compromise that resulted in the 1956 legislation; and Governor Theodore McKeldin supported Eisenhower's plan when other governors objected. He initiated a 12-year program to forge ahead with the state's limited access plan before the Federal Interstate bill was signed. The Baltimore Beltway (I-695) was dedicated to him in 2005.
- Before Eisenhower's landmark legislation, Maryland had passed a limited access highway law in 1947 under Governor William Preston Lane (US 50 Bay Bridge is dedicated in his honor). The following portions of limited access highways were constructed or completed around 1956:
 - I-70 (US 40): bypass around Frederick
 - I-270: between MD 85 (then US 15) and MD 118
 - I-83: north of Shawan Rd. (Exit 20) to Pennsylvania line
 - I-495: small section near I-270
 - I-695: portions in Linthicum and Towson
 - I-895: between US 1 and US 40
 - I-295: Baltimore Washington Parkway: north of MD 175 to Baltimore
- In 1959, Maryland's first major section of interstate was completed—I-270 then (I-70 S), which extended from Rockville to Frederick.

Thanks to Our Sponsor



AAA Midatlantic



WASHINGTON, DC

Program of Events

Interstate 50th Anniversary Ceremony, The Ellipse, 12:30 p.m., June 29, 2006

- **Presentation of the Colors**
- **National Anthem**
- **Welcome:** AASHTO President Harold Linnenkohl
- **Remarks:** Secretary Norman Mineta (invited)
Senator James Inhofe, Chairman of the Senate Environment and Public Works Committee (invited)
Senator James Jeffords, Ranking Minority Member of the Senate Environment and Public Works Committee (invited)
Congressman Don Young, Chairman of the House Transportation and Infrastructure Committee (invited)
Congressman James Oberstar, Ranking Minority Member of the House Transportation and Infrastructure Committee (invited)
Colonel Timothy K. McNulty
- **Conclusion and Wreath Laying:** Washington Mayor Anthony Williams

Washington, DC, Interstate Fact

At a total of 13 miles, the District of Columbia has the shortest Interstate system in the country. The system, which includes 66 bridges, helps facilitate over 500,000 trips into the city from communities outside DC every day.

Thank You to Our Sponsors



DC Department of Transportation



American Trucking Associations

A Triumphant Story Ready to Be Told

**By Gary Ridley, Chairman AASHTO Interstate 50th Anniversary Steering Committee;
Director, Oklahoma Department of Transportation**

More than a year ago, AASHTO created an Interstate 50th Anniversary Steering Committee to guide the association's anniversary events and to encourage our partners in both the public and private sector to join with us in commemorating this historic event. As chair, I have been honored to work alongside Harold Linnenkohl, Commissioner of the Georgia Department of Transportation, Tom Norton, Executive Director, Colorado DOT, Pete Rahn, Director, Missouri DOT; and former Commissioner of the New Jersey DOT Jack Lettiere and Former Director of the District of Columbia DOT, Dan Tangherlini.

Public affairs has been an important part of this celebration and the Steering Committee has been fortunate to have the talents of members Terri Angier, Oklahoma DOT, Dena Gray-Fisher, Iowa DOT, Doug Nintzel, Arizona DOT, Dana Nolfé, Rhode Island DOT, and Lynda South, Virginia DOT, as well as many other highly skilled public affairs professionals who have worked on Anniversary projects around the country.

The Interstate Anniversary has also drawn great support from many industry partners, under the leadership of Butch Eley, President of the Infrastructure Corporation of America, who has lead our Industry Advisory Council, and Brad Mallory, Vice President of Michael Baker Associates, who chairs the AASHTO Alumni Leadership Council.

Finally, our partners in the Federal and local government have also rallied to this celebration of the Interstate Anniversary, joining in AASHTO-sponsored events as well as conducting their own activities. The success of the year of the interstate and the multitude of activities and events would not have been possible without the leadership of AASHTO Director John Horsley and his capable staff of professionals.

Just as the Dwight David Eisenhower System of National Interstate and Defense Highways has united the nation, this Golden Anniversary has united the many people who keep the system safe and efficient, and the people who depend upon it daily for work, recreation, and business. That common bond will be essential as we move forward to envision the Interstate system that will serve our nation for the next 50 years.

State departments of transportation responded with great enthusiasm, supporting the national events, and also planning an amazing array of activities in their own states from policy conferences to antique car shows and ribbon re-cuttings.

The Interstate Highway System is 46,837 miles of roadway that binds together the United States and has had a profound influence on how we live our lives everyday.

The story of how the Dwight D. Eisenhower National System of Interstate and Defense Highways came into being and continues to serve us now and in the future is why the American Association of State Highway and Transportation Officials (AASHTO) and its partners are celebrating its 50th Anniversary.

By sponsoring National History Day, we hope to tell students and teachers about the story of the Interstate system; the people who dreamed it; designed and built it, the government officials committed to making it a reality and the challenges—man-made and natural—they overcame.

The Declaration of Independence made us independent, but the Interstate made us free, not only to move around the country, but also to improve the quality of life.

AASHTO—which represents the transportation departments of all 50 states, the District of Columbia and Puerto Rico—and its private industry partners understand the importance of the Interstate system and wish to share its significance with students, teachers, and the public.

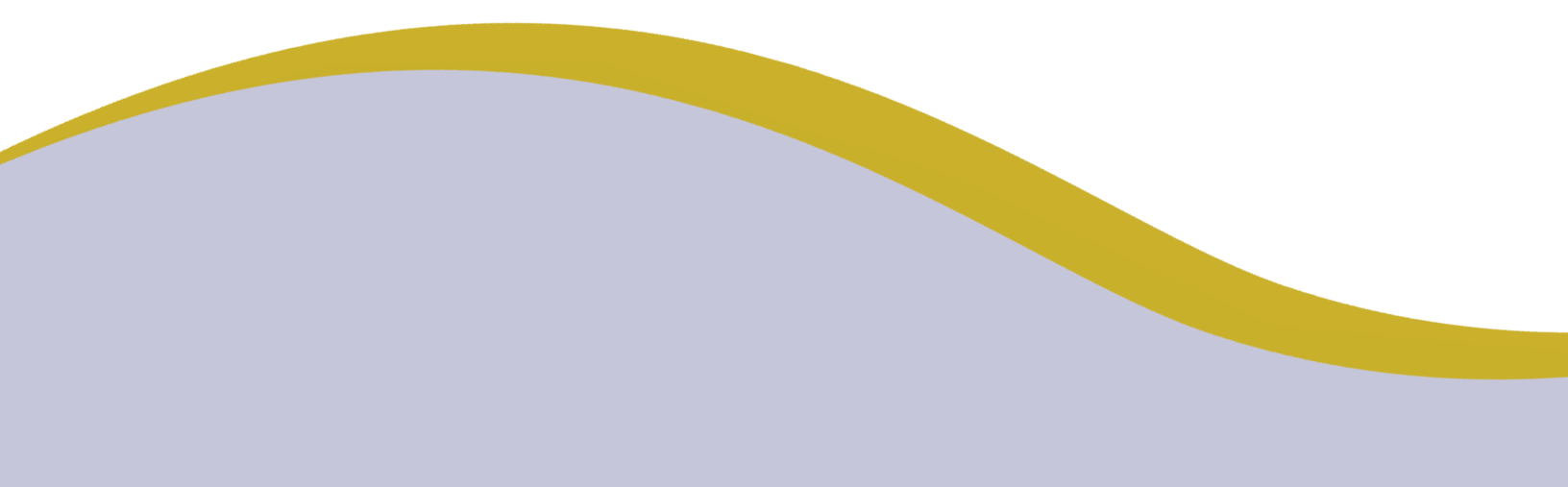
Many states, private companies and trade organization throughout 2006 are marking the 50th Anniversary with celebrations of their own. From June 16–29, AASHTO and its partners are crossing the country along Interstates with a convoy from San Francisco to Washington, D.C., to demonstrate how important these highways are to the nation. It was in 1919 that then-Army Lieutenant Colonel Dwight Eisenhower crossed the country with a convoy along much of the same route being used this year in 62 days.

The arduous journey from Washington, D.C., to San Francisco over poor conditions made a deep impression on the young Eisenhower that the United States needed a system of good roads. On June 29, 1956, President Eisenhower signed the Federal-Aid Highway Act of 1956, creating the Federal funding mechanism making the Interstate Highway System possible.

State transportation officials leading AASHTO's 50th Anniversary events include: AASHTO President Harold Linnenkohl, Commissioner of the Georgia Department of Transportation; Tom Norton, Director of the Colorado DOT; Peter Rahn, Director of the Missouri DOT; and members of the District of Columbia DOT.

Chairman of AASHTO's Industry Advisory Committee is Butch Eley, Chief Executive Officer of the Infrastructure Corp. of America. Former AASHTO President and Pennsylvania Secretary of Transportation Bradley Mallory is Chairman of the AASHTO Alumni Council.

Please visit AASHTO's Interstate Anniversary web site, <http://www.interstate50th.org>, to start your learning journey.



Lincoln Highway Association and the Army Motor Convoy

30

Before Interstate highways, there were two-lane highways. Before two-lane highways, there were macadam and gravel roads. Before gravel roads there was dirt and mud. Lots of mud. As we zip along our modern superhighways it is hard to believe that less than 100 years ago, most Americans walked or rode horses. Anyone who wished to travel across the country took the train. The adventurous drivers of automobiles were modern pioneers. They navigated dirt roads with no signs, no markers, and mud that could swallow a car right up to the running boards. As the automobile became a part of everyday life, the demand for good roads grew.

The Lincoln Highway Association was founded in 1913 to build America's first coast-to-coast paved highway. The radical concept was first proposed by Carl Fisher of Indianapolis, the builder of the Indianapolis Speedway and promoter of the Indianapolis 500, the icon of automobile racing. Leaders of the Lincoln Highway Association included Henry B. Joy, President of Packard Motor Company and Frank Seiberling, President of Goodyear Tire & Rubber Company. Under their guidance, the first interstate all-weather highway was built and many Americans became a part of the "Good Roads" movement.

Education was the key to their success as Americans needed to be convinced of the need for good roads. Gravel and Macadam provided the first paving. "Seedling Miles" were built of concrete in Lincoln Highway states to demonstrate the superiority of hard paving. The Lincoln Highway Association even built an "Ideal Section" in Indiana, a four-lane, lighted highway that foreshadowed our modern Interstate Highways by more than thirty years!

Forward-thinking leaders of the United States Army also foresaw a day that a motorized army would replace the horse-drawn past.

Army command wanted a dramatic way to illustrate the need for good roads to facilitate interstate travel. In 1919, the Army, with the aid of the Lincoln Highway Association, sponsored a historic cross-country motorized convoy along the route of the Lincoln Highway, from Washington D.C. to San Francisco.

The convoy was led by Henry Ostermann, Field Secretary of the Lincoln Highway Association. Driving the official vehicle of the Lincoln Highway Association, a Packard Twin-Six Touring, Ostermann set the pace for the grueling, 62-day trip. Ostermann was a veteran of cross-country travel, having made the coast-to-coast trip several times each year. For the army, it was an exercise in primitive road travel. Bridge repair was required when heavy trucks broke through light bridges. Crews pushed and pulled vehicles up and down mountains, out of mud holes and through ditches. Every day was an adventure in overcoming adversity.

Along to observe the convoy was a young Lieutenant Colonel Dwight D. Eisenhower. The lessons were not wasted, as President Dwight D. Eisenhower signed the Interstate Highway Act into law in 1956.

The modern Lincoln Highway Association is dedicated to the preservation of both the road and the memory of America's first named highway. We are proud to participate in the re-enactment of the 1919 Motor Convoy and we invite you to join us! You can find us at <http://www.lincolnhighwayassoc.org> and we look forward to meeting all of you soon!

Thank You to Our National Sponsors

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	iEngineering Corporation	National Association of Truck Stop Operators (NATSO)	Wireless Technology, Inc. (WTI)
			XM Satellite Radio

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